

TECHNOLOGY



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THE NAVAL AVIATION SAFETY REVIEW



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APR 23 1962

TECHNOLOGY & SCIENCE

Special Maintenance Report

APRIL
1962

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The Editors call your attention to the following excerpts from the report "Mech 61" in the mails now. Seldom does one command have the opportunity or occasion to pass on such significant information. While this report was prepared initially for aviation maintenance personnel and their supervisors, as well as the Bureau of Naval Weapons, we believe that every skipper, every pilot, indeed every officer connected with naval aviation, every squadron chief and every career appraisal man should read and think about the implications of this report.

While it is not good news (and as matter of unfortunate fact the record is worsening this fiscal year so far) the fact remains that the news in this report could be a lot worse were it not for the efforts of thousands of dedicated white hats, chiefs and officers.

The report, without saying so, seems to us to urgently emphasize that the turnover, the training, the supervision, the morale, of all personnel, especially those in maintenance who hold lives and readiness in the hollow of their hand, is more than a temporary manning or recruiting problem. It ranks high as a safety problem.

Finally, this report should be reviewed not with a view toward correcting these specific problems, but of anticipating the most probable trouble areas, both in human relations and maintenance, and applying imaginative preventive effort.

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DURING the past fiscal year 353 mishaps were reported wherein errors in maintenance and servicing were involved as cause factors.

Of these, 57 were classified as aircraft accidents in accordance with the provisions of OpNavInst 3750.6D.

Since accident rates are universally used as measurements of performance in aviation safety, these 57 accidents were used to calculate a maintenance error involved accident rate which then was used to indicate the magnitude of this problem and its current trend.

Based on this, it was found that errors in maintenance and servicing were involved

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mistakes in aviation
history or we are
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